

MODELS: General Dynamics, (Consolidated-Vultee) (Army) LB-30 (Approved 2/21/47)

SPEC. NUMBER: L-6-3

(Eligible for certification in Limited Category only)

(Holder of Limited Type Certificate: Consolidated-Vultee Aircraft Corp.,
San Diego, CA)

Engines	4 Pratt & Whitney S3C4G, R-1830-33 or -67
Fuel	100 minimum octane aviation gasoline
Engine limits	R-1830-33: Maximum, except take-off (low blower) (Sea level) 41.0 in. Hg., 2550 rpm (1040 hp) (6100 ft.) 41.0 in. Hg., 2550 rpm (1100 hp) Maximum, except take-off (high blower) (14,500 ft.) 39.0 in. Hg., 2700 rpm (1000 hp) Take-off (five minutes) (Sea level) 48 in. Hg., 2700 rpm (1200 hp) S3C4G: Maximum, except take-off (low blower) (Sea level) 43.5 in. Hg., 2550 rpm (1100 hp) (6200 ft.) 41.0 in. Hg., 2550 rpm (1100 hp) Maximum, except take-off (high blower) (9000 ft.) 40.0 in. Hg., 2700 rpm (1000 hp) (14,500 ft.) 39.0 in. Hg., 2700 rpm (1000 hp) Take-off (five minutes) (Sea level) 48 in. Hg., 2700 rpm (1200 hp) or 47 in. Hg., 2750 rpm (1200 hp) R-1830-67: Maximum, except take-off (Sea level) 43.5 in. Hg., 2550 rpm (1100 hp) (6200 ft.) 41.0 in. Hg., 2550 rpm (1100 hp) Take-off (five minutes) 48.0 in. Hg., 2700 rpm (1200 hp)
Propellers	For S3C4G and R-1830-67 engines: 23E50/6153A-18 11'6" diameter. Avoid operation between 1900-2050 rpm. For R-1830-33 engines: 23E50/6153A-12 12'0" diameter. For interchangeable blades models see Propeller Specification No. 603, Note 6. (See NOTE 2) glide or dive - 355 mph Landing 56,000 lbs. -- Take-off 58,000 lbs. 3 - pilot, copilot and flight engineer 23 percent MAC to 32 percent MAC 311.5 inches forward of centerline of the main wheels 123.7 inches L.E. MAC 260 in.
Airspeed limits	
Maximum weight	
Minimum crew	
C.G. range	
Datum	
MAC	
Other Operating Limitations	See NOTE 3
Certification basis	Limited Type Certificate No. 6 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export

EQUIPMENT:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "Equipment" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers of cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot:
 - "Do not exceed 155 mph with flaps fully extended."
 - "Do not exceed 180 mph with flaps extended 10 degrees."
 - "Do not exceed 155 mph with landing gear extended."
 - "Do not operate automatic pilot at less than 155 mph."

NOTE 3. The following statement must appear on the Operations Limitations: "This airplane must be operated at all times within the limitations set forth in the Consolidated Vultee Aircraft Corporation Manual of Operating Instructions for Model FLB-30 Airplanes and RB-24A Airplanes with R-1830-S3C4G Engines dated February 1947 except for limitations specifically called out in Aircraft Specification AL-6 in which case the specification must be observed. A copy of the operating manual and Aircraft Specification AL-6 must be carried during flight." It will be the responsibility of the applicant to secure copies of the operating manual. The Civil Aeronautics Administration does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a C.A.A. representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

NOTE 5. For certification for night flying the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside of the frosted cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.
- (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.